MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRENDAN BYRNE, Governor | NOVEMBER 1981 | ANNE P. CANBY, Acting Commissioner

Governor Byrne names Anne P. Canby to head NJDOT

Governor Brendan Byrne has nominated Anne P. Canby, an expert in transportation finances, to succeed Louis J. Gambaccini as Commissioner of Transportation. Ms. Canby, who was the Department's Assistant Commissioner for Management, has been Acting Commissioner since August. Her nomination is expected to be considered by the State Senate next month

Gambaccini offered his resignation, effective September 25, to the Governor in July in order to return to the Port Authority of New York and New Jersey as Assistant Executive Director. He had interrupted his 22-year career with that agency to serve "on loan" in Byrne's Cabinet.

See comments from members of the State Legislature on page 2.

Before her nomination as Commissioner, Ms. Canby was responsible for NJDOT's budget, capital programming, employee services and the engineering and operation of state highways. The 39-year-old Pennington resident, a Wheaton College graduate, came to the Department from USDOT where she was Deputy Assistant Secretary for Budget and Programs. While in Washington, she managed a $24 billion budget, supervised urban policy and developed legislation and regulations. She recently was named 1981 Woman of the Year by the Women's Transportation Seminar at its national meeting in Philadelphia.

Acting NJDOT Commissioner Anne P. Canby with former Commissioner Louis J. Gambaccini.

As Acting Commissioner, Ms. Canby administers 5,000 employees and an operating and capital budget of $400 million. She directs the planning, design, construction and operations of highways under state jurisdiction, plans aviation policies and coordinates with other agencies.

Ms. Canby serves, *ex officio*, as chairperson of NJ TRANSIT's Board of Directors. The statewide transit corporation has a $300 million capital and operating budget. It runs two large bus companies with 1,800 buses and 4,000 employees for 65% of the state's transit riders and administers a subsidy program for 17 carriers for an additional 15%.

"This year, New Jersey received the

(Continued on page 2)

Department holds I-287 public hearings

The Department scheduled three public hearings on the completion of Interstate 287 in Morris, Passaic and Bergen Counties, a project considered a top priority by the Department. A copy of the revised Preliminary Final Environmental Impact Statement (FEIS) was distributed to various local officials and citizen groups for review prior to the hearings.

The hearings were held at Pompton Lakes High School Auditorium, Lakeside Boulevard, Pompton Lakes on October 5, 6, and 7 from 10 a.m. to 4 p.m. and from 6 p.m. to 10 p.m.

The I-287 "missing link" has been under study for more than 10 years and has involved analysis of 22 alternative routes, 15 variations of alternatives and 41 public meetings or hearings. The Interstate currently ends in Montville. Construction of the missing link would complete a long-planned loop around the congested New Jersey - New York metropolitan area, connecting with the New York State Thruway in Suffern. Completion

(Continued on page 3)

$400 million in improvements are underway

The most recent NJDOT report to the State Legislature detailed the commitment of 1979 Transportation Bond Issue funds to more than 600 projects statewide.

According to the report, more than $400 million in capital improvements are underway for roads, bridges and public transit facilities in New Jersey, using $188 million in Bond funds and an additional $255 million in federal matching funds attracted to the Garden State by the Bond program.

The Legislature has already appropriated $229 million from the $475 million bond issue. The Department plans to request a second legislative appropriation in November of the remaining $176 million to enable the Department to complete the bond-funded capital program by

(Continued on page 3)

Farewells to Gambaccini

Members of the New Jersey Legislature had these reactions soon after Louis J. Gambaccini's resignation was announced.

"Commissioner Gambaccini has inspired a level of confidence in the legislature that no Commissioner in recent memory has given the Department of Transportation. Only Gambaccini could have persuaded the legislature to allow the state to take over the ailing bus lines. He is a quality guy." (Senator Joseph P. Merlino, President of the Senate)

***

"I can't be higher in my praise of Lou Gambaccini, he is one of the finest administrators I have met in government. Under his leadership, we have turned the corner in transportation. The creation of NJ TRANSIT and Transpac and the passage of the 1979 Bond Issue are all due to his leadership and persistence. I can only hope that recent developments in Washington do not blunt the impact he has made." (Senator Francis X. Herbert, Chairman, Senate Transportation and Communications Committee)

***

"A man with tremendous ability, who understands the total concept of transportation. He was able to deliver its philosophy to everyone and his resignation will be our loss." (Assemblyman Walter D. Rand, Chairman, Assembly Transportation and Communications Committee)

***

"He used a big brush emphasis to point out the essence of a good transportation system while remaining sensitive to the excellent work being done on the county level." (Assemblywoman Leanna Brown, former Chairman of the Northeast New Jersey Transportation Coordinating Committee)

***

"Lou Gambaccini is one of the finest, most knowledgeable men I ever met. He was even willing to come to my home to discuss an important program. The state of New Jersey is losing a helluva public servant." (Senator Walter E. Foran, Member, Senate Revenue, Finance and Appropriations Committee)

***

"Lou Gambaccini is one of the most competent men I have had the pleasure to work with in government," (Assemblyman Francis J. McManimon, Member, Assembly Transportation and Communications Committee)

***

"Lou is one of the best Cabinet officials I have known. He was always straightforward. (Assemblyman W. Cary Edwards, Assistant Minority Whip)

Canby *(continued from page 1)*

highest amount of federal capital aid to highways ever, $163 million, and tripled its federal aid to public transit from $50 million to $150 million," Ms. Canby said shortly after assuming her duties.

"Lou Gambaccini set a standard for professionalism in one of the state government's most important departments," Governor Byrne said in accepting the resignation with regret. His words reflected the opinion of many in both the public and private sectors.

Gambaccini applauded the Department employees publicly several times before he left. "I have great praise for all of you for the magnificent job you are doing," he told more than 100 DOT managers at the last of their regularly scheduled working lunches. "I come away with a good feeling about our association. At first I was a bit apprehensive about coming to DOT. However, I found a staff with a high sense of dedication. You have the ability to remain flexible, to adapt to new challenges," he said.

In his last public remarks as Commissioner, Gambaccini continued his focus on the need for stable transportation funding. "I've been chided for sounding like a broken record on the need for stable funding for transportation," he said, "but no other state service is more visible than transportation and people must be reminded that gas taxes and vehicle registration fees do not go back to transportation uses."

Ramsey Park and Ride

NJDOT and local officials celebrated the opening of a new 2.46-acre park and ride lot at the Ramsey Rail Station which will aid commuters by providing parking spaces for 175 vehicles. Department staff designed the park and ride at the request of the Borough of Ramsey. The project, which cost close to $570,000, was funded 75 percent by the federal government and 25 percent by the state.

MOBILITY is a quarterly publication of the New Jersey Department of Transportation, Office of Public Affairs, to inform the general public about the Department and its activities. If you want to be on the mailing list, write to MOBILITY, Bureau of Publications, New Jersey Department of Transportation, 1035 Parkway Ave., Box 101, Trenton, N.J. 08625.

October 1981 Vol. 3, No. 2

Public discusses transportation plan

Transportation planning for the future was the topic of discussion at seven public meetings recently conducted by NJDOT.

Engineers, planners, consultants, bike enthusiasts, environmentalists, local, county, and state officials, and concerned citizens expressed their opinions on the Draft Short Range Plan for Surface Passenger Transportation.

The statewide meetings provided the transportation user an opportunity to actively direct his transportation future.

NJDOT's Draft Short Range Plan for Surface Passenger Transportation is the second in a series of documents. These are being prepared as part of the evolutionary process to develop the New Jersey Statewide Transportation Plan. The Short Range Plan builds on the first publication, *The New Jersey Transportation Plan - Surface Passenger Transportation Element.* It was the topic of public meetings in November/December 1979.

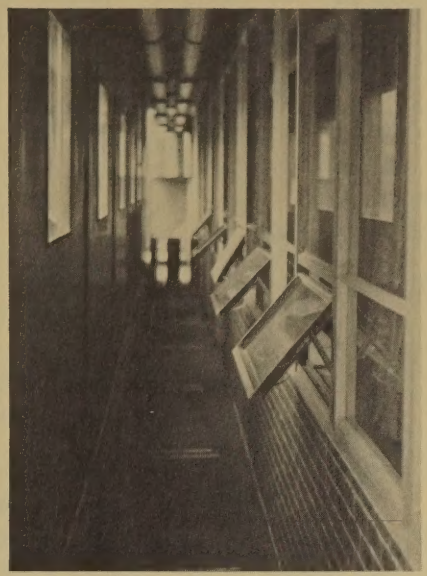
A Long Range Plan for Surface Passenger Transportation will be distributed next month.

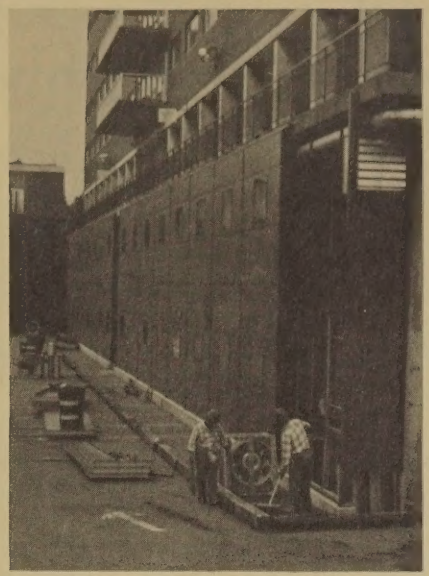
Improvements

(continued from page 1)

late 1982 or early 1983.

The Report to the Legislature includes the status of the bond projects and reflects adjustments required as a result of inflation, reduced federal and State Budget funds, environmental issues, and changes in project scopes requested at the local level.





ROUTE 18 FREEWAY

Less noise for Rutgers' students . . .

NJDOT has built unique noise barriers to reduce the construction noise from the Route 18 Freeway project at three locations which are near Rutgers University classrooms. Members of the Department staff designed these barriers, the first in New Jersey to be used for a construction project. Others are permanent features on roadways. Each steel, fiberglass-filled barrier is fitted with a large fan, barometric dampers and windows for ventilation and natural light.

. . . and a good example

Acting NJDOT Commissioner Anne P. Canby conducted a tour of the Route 18 Freeway construction project recently for a delegation of 36 Japanese highway officials. The New Brunswick site was selected by the Federal Highway Administration's National Highway Institute as an example of urban highway construction. The $27.3 million state and federally funded project is less than one mile, and includes construction of a four-lane highway with acceleration and deceleration lanes, a center barrier and landscaping on a deck park over the roadway. Three tennis courts, two basketball courts and a handball court, picnic pavillion and shelters, a band shell, and a bikeway are features of the deck park.

The Route 18 Freeway is considered a vital element in New Brunswick's revitalization and will extend from River Road in Piscataway to the Garden State Parkway in Tinton Falls when it is completed in the Fall of 1983.

I-287

(continued from page 1)

would substantially relieve truck and other interstate traffic from regional roads.

Technical studies included in the Preliminary FEIS cover traffic planning in the region affected by the roadway, mass transit alternatives, land and water resources, natural water resources, natural water and land ecosystems affected, wetlands, air quality and noise impacts, the social and economic impacts, road aesthetics, prehistoric and historic archaeology and historic architecture.

Current projections indicate that truck traffic will be reduced on Route 17 and the northern half of Route 202 by 50% and by 10 to 20% on the southern half of Route 202. It is estimated that there will be an overall traffic reduction of up to 50% on local roads

Written statements and other exhibits relative to the proposed project may be presented in place of or in addition to oral statements at the hearing or submitted to Z. Wayne Johnson, Acting Director, Office of Community Involvement, NJDOT, 1035 Parkway Avenue, CN 600, Trenton, New Jersey 08625, within 30 days after the hearing.

Speakers Bureau

Speakers are available on a variety of transportation topics. Call 609-984-2571 for details.

Task force studies bicycling on highways

The Department has set up a task force to evaluate all freeways and interstate highways and other controlled access roads on which bicycles are banned in New Jersey. Its findings, expected by the end of 1981, will serve as a basis for any future action on the part of the NJDOT to alter the bans.

According to Pedestrian and Bicycle Advocate Bill Feldman, the eight-member task force includes Department personnel and representatives from the bicycling community. Bicycle access to interstates and freeways is now limited to the shoulders of a few areas and by individual permit only in New Jersey, the only state using the permit system.

Until 1977, there was no law banning bicycles from the state's freeways and no problems with bicycle use on roadway shoulders were reported. At that time, NJDOT attempted to initiate an access-control-limiting provision that would ban bicycles, pedestrians and horses from all freeway shoulders.

A public hearing, requested by bicycle associations, led to the adoption of the permit system for use on shoulders as an interim measure that still is in effect. In the past year and a half, Feldman reports that he has processed approximately 300 permit requests.

The Federal Highway Administration has no formal policy at present on bicycle use on freeway shoulders. Nationwide, use of freeways and interstates by bicyclists is permitted in all areas in North Dakota and generally allowed in Idaho, Oklahoma, Oregon and Texas. California's Department of Transportation initiated a study of bicycle use on freeway shoulders in 1976 and no problems were reported on the 550 miles of shoulders open to cyclists. Colorado has opened a few miles of freeway shoulders in another test and no accidents have been recorded on those sections.

Feldman estimates that four million New Jersey citizens ride bicycles at least on an occasional basis.

I-280 ramp ceremonies

Governor Brendan Byrne, Newark Mayor Kenneth Gibson and former Commissioner Louis J. Gambaccini officiated at the ground breaking ceremonies which kicked off the work on the new $1.7 million off ramp from I-280 eastbound east of Nesbitt Street to High Street, Newark. When completed next year, the ramp will offer motorists better access to Newark's central business area.

NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
CN 600
TRENTON, NEW JERSEY 08625

Bulk Rate
U.S. Postage
PAID
Trenton, N.J.
Permit No. 125

Winning circle ideas

Former Commissioner Louis J. Gambaccini presented awards to the winners of the Department's recent traffic circle contest. Two of the state's most congested traffic circles, Ellisburg (Cherry Hill) and Eatontown, served as contest models.

Jerry A. Canter of Sewell, Gloucester County engineer, was judged winner for Ellisburg. Spencer W. Purdum of Freehold and Richard P. Kucinski of Spring Lake Heights pooled their talents to finish first in the Eatontown competition. They are assistant traffic engineer and civil engineer, respectively, for Monmouth County. An award of $1,500 was presented for each winning scheme.

There were five runner-up prizes of $500 for the Ellisburg Circle and four for the Eatontown Circle.